

New

K-D[®] Valve Service Tools for 1949 Ford-built V-8 motors



K-D No. 935 Valve Spring Compressor

For removing valve springs on 1949 Lincoln & 150 h.p. Ford Truck. Must be used with K-D No. 930 Compressor.

SEE OTHER SIDE FOR SERVICING INSTRUCTIONS

Due to small clearance, the K-D 935 Compressor must be used to remove valve springs from the motor before other work can be done on valves and hydraulic lifters. With the K-D 935 you can slide springs out,

and in again, making this difficult job easy. Safe, one-man operation. Oil tempered jaws, heavy bar steel frame. Moving operating handle down compresses spring, locks jaws.

K-D No. 935 Valve Spring Compressor, LIST \$4.05 each Dealer's Net \$2.95

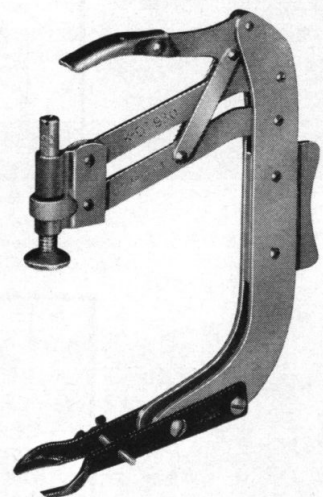
Packed in sturdy carton with complete operating instructions. Net wt. 2 lb.

K-D No. 930 Valve Spring Compressor

- 1 For use with K-D No. 935 Compressor to raise valve springs & remove keepers on 1949 Lincoln & 150 h.p. Ford.
- 2 For disassembling & assembling 1949 Ford & Mercury V-8 valve assemblies.
- 3 Also for servicing individual valves on 1949 Ford & Mercury V-8 motors.

SEE OTHER SIDE FOR SERVICING INSTRUCTIONS

This tool is built with all the time proven characteristics of K-D Tools. It is sturdily constructed, easy to use, one-man operated. Heavy bar steel frame with oil-tempered, adjustable jaws. Plunger adjustable by plainly marked screw for different horsepower motors. Automatic, safety over-center lock permits full use of both hands when spring is raised. Grip block on back of frame used to hold compressor in vise when disassembling and assembling Ford and Mercury Valve Guide Assemblies.



K-D No. 930 Valve Spring Compressor, LIST \$5.20 each Dealer's Net \$3.75

Packed in sturdy carton with complete instructions. Net wt. 2 lb., 8 oz.

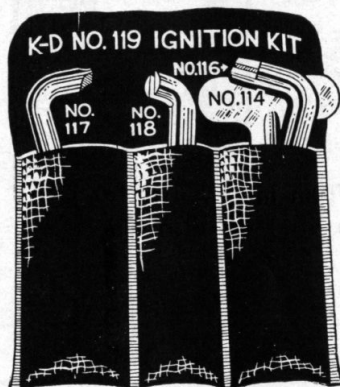
K-D MANUFACTURING COMPANY, LANCASTER, PA., AND HAMILTON, ONT.

K-D[®] IGNITION KITS

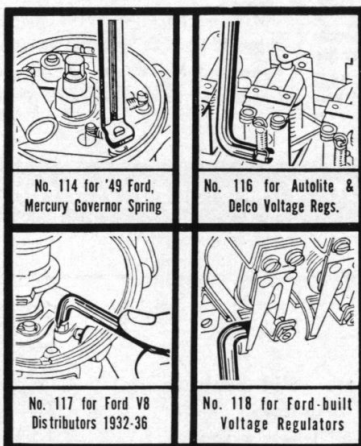


Many ignition ills can be blamed on incorrect point adjustments on voltage regulators and distributors. These K-D kits were created to meet the demand for a complete set of tools to do all types of ignition servicing quickly and accurately. They are the result of long and careful study by ignition experts. Compactly packaged for convenience. Each tool is properly tempered for long service and complete satisfaction.

K-D No. 119 IGNITION KIT



This pocket size kit contains K-D No. 114 Ford Governor Spring Adjusting Wrench; No. 116 Autolite & Delco Voltage Regulator Tool; No. 117 Offset Screwdriver for Ford V-8 Ignition Point Clamping Screws; No. 118 Ford Voltage Regulator Tool. All 4 are packed in handy plastic kit, 3 1/4" wide by 4 1/2" high. See operation and application of each tool below.



K-D No. 119 Ignition Kit, LIST \$2.20 each
 Net Weight 4 oz. **Dealer's Net \$1.60**

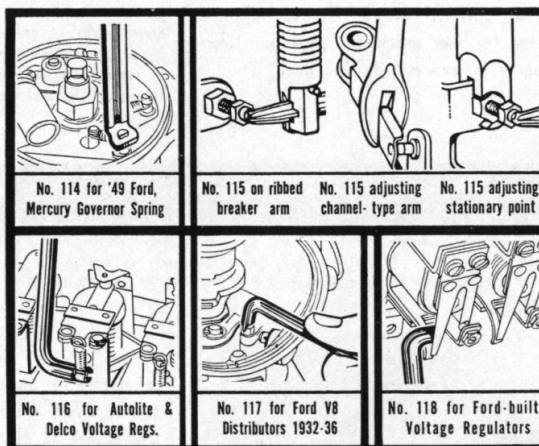
Packed in two color cartons with instructions.

K-D No. 114 Ford Governor Spring Adjusting Wrench	LIST \$.34 each	Dealer's Net \$.25
K-D No. 115 Ignition Point Aligning Tool	LIST 3.10 each	" " 2.25
K-D No. 116 Autolite & Delco Voltage Regulator Tool	LIST .62 each	" " .45
K-D No. 117 Offset Screwdriver for Ford V-8 Ignition Point Clamping Screws	LIST .83 each	" " .60
K-D No. 118 Ford Voltage Regulator Tool	LIST .45 each	" " .30

K-D No. 120 IGNITION KIT



Contains K-D No. 114 Ford Governor Spring Adjusting Wrench; No. 115 Ignition Point Aligning Tool; No. 116 Autolite & Delco Voltage Regulator Tool; No. 117 Offset Screwdriver for Ford V-8 Ignition Point Clamping Screws; No. 118 Ford Voltage Regulator Tool. With this kit a mechanic can make almost any ignition point adjustment quickly, accurately. Tools packed in handy, pocket size plastic kit. Kit when folded measures 4 15/16" wide x 4 5/8" high.



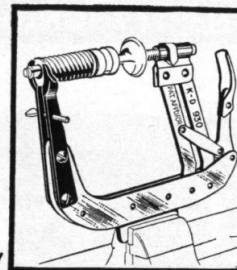
K-D No. 120 Ignition Kit, LIST \$5.50 each
 Net Weight 9 oz. **Dealer's Net \$4.00**

K-D MANUFACTURING COMPANY, LANCASTER, PA., AND HAMILTON, ONT.

HOW TO SERVICE 1949 FORD—MERCURY V-8*

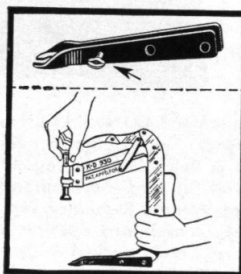
GENERAL SERVICING

It is recommended that complete valve assemblies be removed as on former Ford motors with K-D 920 Valve Guide Puller Set. Use the K-D 917 Driver to remove horseshoe retainer; 918 Puller to remove assembly.

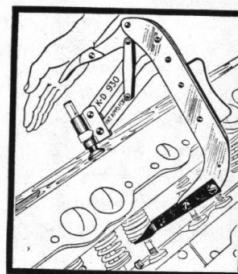


After valve assembly is removed from motor, use K-D 930 Compressor (gripped in bench vise) for disassembling and assembling.

OPTIONAL SERVICING OF INDIVIDUAL VALVES



1. Adjust jaws with wing screw to fit valve spring. Next—adjust plunger screw to line marked 100 h.p. Compressor is now ready for use.



2. Raise operating handle. Place compressor on motor. Pushing operating handle down raises spring. After keepers are removed, raise operating handle to remove compressor. Proceed to next spring. Do not disturb plunger bar setting.



3. Reverse operation to replace spring. Install keepers on valve stem with self supporting K-D No. 608 Insertor. Raise operating handle of compressor, allowing spring to descend into place.

***To service 1949 Ford 6, use K-D No. 700 Valve Spring Lifter**

K-D No. 1120 VALVE GRINDING BUSHING

for taking place of guides when grinding valves on 1949 FORD & MERCURY V8 motors.

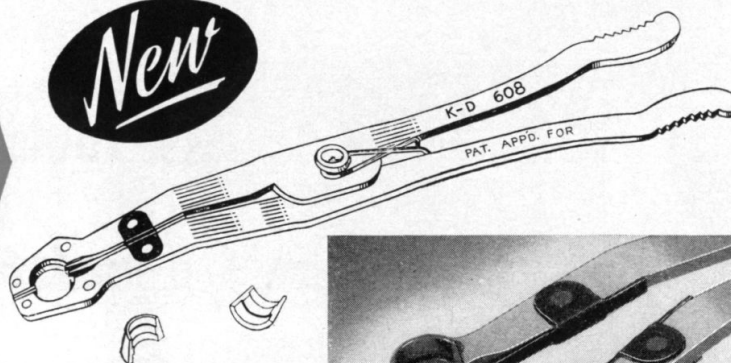
Accurately machined, one piece solid bushing to fit 1949 Ford & Mercury V-8 motors. Valve installed as shown in cut. Used when grinding valves, also in place of guides when establishing stem-to-tappet clearance. Jumper spring attached. Body diameter 1.030". Net wt. 5 oz. Does not replace K-D No. 1118 Bushing which must be used with mushroom-end valves.



K-D No. 1120 Valve Grinding Bushing, LIST \$1.40 each Dealer's Net \$1.00

K-D No. 608 VALVE KEEPER INSERTER

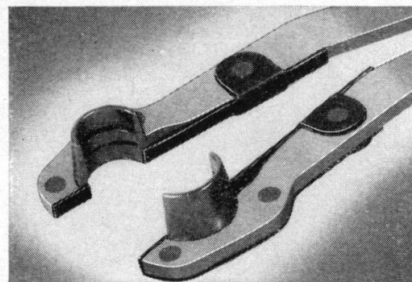
New



Built especially to handle split keepers
in the 1949 Ford-built motors.

Light, self supporting on valve stem.

An easy loading, fast operating Inserter built for replacing the small size keepers used on 1949 Ford-built motors. Special spring steel fingers on the jaws hold keepers securely, make loading simple and fast. (See close-up illustration at right.) Made of high tensile aluminum alloy; supports itself on the valve stem leaving both hands free to work lifter. An absolutely necessary tool when servicing the 1949 Ford-built motors. Only 8 3/16" long. See operating instructions below.



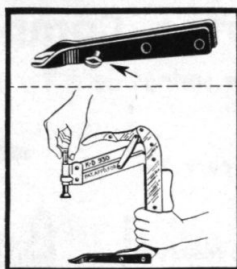
Close-up view of K-D 608 Keeper Inserter with keepers loaded, ready for installation on 1949 Ford-built motor. Notice how the correctly tempered spring steel fingers hold the keepers securely in place. Horizontal extensions under jaws align keepers evenly, make loading easy and fast, even with greasy fingers. When tool is placed on valve stem, keepers are in correct alignment always.

K-D No. 608 Valve Keeper Inserter, LIST \$1.50 each Dealer's Net \$1.10
Packed in sturdy carton with complete instructions, Net wt. 2 oz.

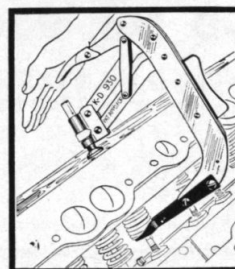
HOW TO SERVICE 1949 LINCOLN, 150 h. p. FORD V-8 2 easy steps

FIRST STEP

Raise spring with
930 Compressor,
remove keepers



1. Adjust jaws with wing screw to fit valve spring. Next—adjust plunger screw to line marked 150 h.p. Compressor now ready for use.



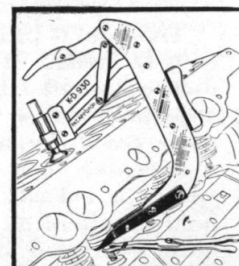
2. Raise operating handle. Place compressor on motor. Pushing operating handle down raises spring. After keepers are removed, raise operating handle to remove compressor. Proceed to next spring. Do not disturb plunger bar setting.

STEP TWO

Remove spring with
935 Compressor



Reverse
operation
to replace
springs.



1. Place upper jaw in position between cylinder casting and upper valve spring retainer; lower jaws beneath lower valve spring retainer. Compress spring by moving operating handle down until it locks in position. 2. Hold compressed spring up against cylinder casting. Before valve is removed be sure that tappet is not stuck in the lower spring retainer. Remove valve. 3. Valve removed, slide spring down, cocking lower end toward you until inner edge of lower retainer rests on top edge of tappet. Bear down to compress small hydraulic tappet spring, and at same time pull toward you, gently, to slide spring out.

4. Replace spring and valve in motor. Raise spring, install keepers on valve stem with self supporting K-D 608 Inserter. Raise operating handle of compressor, allowing spring to descend into place. K-D 608 services following 150 h.p. motors: all 1949 Lincolns; Ford Truck to Engine #8EQ-27993.